

# Our China Mail.

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號一十月二十年十九百八十一英

HONGKONG, THURSDAY, DECEMBER 11, 1890.

AGENTS FOR THE CHINA MAIL.

London—F. Alcock, 11 & 12, Clement's Lane, Lombard Street, E.C. George Street & Co., 39, Cornhill, London & Gordon, Ludgate Circus, E.C. BATE, HENRY & CO., 37, Walbrook, E.C. SAWYER, DEAN & CO., 150 & 154, Leadenhall Street, W.M. WHARF, 151, Cannon Street, E.C. ROBERT WATSON, 109, Fleet Street.

PARIS AND EUROPE.—AMERIQUE PRINCE, 33, Rue Lafayette, Paris.

NEW YORK.—J. STEWART HAPPER, THE CHINESE EVANGELIST OFFICE, 52, West 22d Street.

SAN FRANCISCO AND AMERICAN PORTS generally.—BEAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORGE, Melbourne and Sydney.

CYCLOPS.—W. M. SMITH & CO., THE APOTHECARY CO., Calcutta.

SINGAPORE, STRAITS, &c.—SAVAGE & CO., Native, Singapore. C. HIRSCHEN & CO., Manila.

CHINA.—MARCUS, A. A. DA CRUZ, AMERY, N. MALLE, Foothill, HEDGE & CO., SHAW & CO., LANE, CRAWFORD & CO., and KELLY & WALKER, Yokohama, LANE, CRAWFORD & CO., and KELLY & CO.

## Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$3,168,062.50  
RESERVE FUND.....\$3,482,127.20  
RESERVE LIABILITY OF.....\$3,168,062.50  
PROPRIETORS.....\$3,168,062.50

COUNCIL OF DIRECTORS.  
Chairman—H. L. DALYNYKIN, Esq.  
Deputy Chairman—J. S. MOSES, Esq.  
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W. H. FORBES, Esq.  
H. HOPKINS, Esq.  
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Alex. McCONNACHE, Esq.

CHIEF MANAGER.  
Hongkong—T. JACKSON, Esq.  
MANAGER.  
Shanghai—JOHN WALTER, Esq.  
LONDON BANKERS—London and County Bank.

HONGKONG  
INTEREST ALLOWED,  
ON Current Deposit Account at the rate  
of 2 per cent. per annum on the daily  
balance.

ON Fixed Deposits—  
For 3 months—2 per cent. per annum.  
" 6 " 4 per cent. " "  
" 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.  
Credits granted on approved securities,  
and every description of Banking and  
Exchange business transacted.

Drafts granted on London, and the  
chief Commercial places in Europe, India,  
Australia, America, China and Japan.

THOMAS JACKSON,  
Chief Manager.  
Hongkong, September 11, 1890. 363

NOTICE.

RULES OF THE HONGKONG  
SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on working-days, 10 to 3: Saturday, 10 to 1.

2.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3% per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank, if marked *On Hongkong Savings' Bank Business* is forwarded free to the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the  
HONGKONG & SHANGHAI BANKING  
CORPORATION,  
THOMAS JACKSON,  
Chief Manager.

Hongkong, May 13, 1890. 754

THE NEW ORIENTAL BANK  
CORPORATION, LIMITED.

AUTHORIZED CAPITAL.....\$2,000,000.  
PAID-UP CAPITAL.....\$682,000.

LONDON.—49, Threadneedle Street,  
West End Office, 25, Cockspur Street.

BRANCHES IN INDIA, CHINA, JAPAN  
AND THE COLONIES.

THE BANK receives Money on Deposit,  
Buys and Sells Bills of Exchange,  
Issues Letters of Credit, forwards Bills for  
Collection, and Transacts Banking and  
Agency Business generally, on terms to be  
had on application.

INTEREST ALLOWED ON DEPOSITS:  
Fixed for 12 months, 5 per cent. per annum.  
" 6 " 4 "  
" 3 " 3 "

On Current Deposits, ACCOUNTS 2 per  
cent. per annum on the Daily Balance.

E. W. RUTTER,  
Manager.

Hongkong, September 4, 1890. 1303

## Intimations.

FOR ONE WEEK ONLY!  
TO  
CLEAR A CONSIGNMENT.

JEWELLERY! DIAMONDS!  
WATCHES!

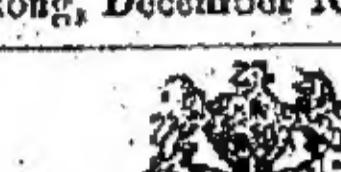
SUITABLE FOR  
CHRISTMAS PRESENTS.

MESSRS. KUHN & CO., will submit  
FOR SALE FOR ONE WEEK ONLY,  
FIRST-CLASS JEWELLERY, consisting of  
EXQUISITE DIAMONDS, and GOLD and  
SILVER WATCHES, all of the latest make  
and style.

FOR ONE WEEK ONLY.

KUHN & CO.,  
21 & 23, Queen's Road.

Hongkong, December 10, 1890. 2125



MAGNIFICENT EXHIBITION  
OF SUPERB JAPANESE PORCELAIN,  
GOLD LAQUERWARE,  
GOLD & SILVER INLAID BRONZES,  
EXQUISITE VASES,  
IVORY CARVINGS.

ALL of the Highest Class.

BOUGHT DIRECT from JAPAN by Mr  
SEIYEMON IKEDA of Kobe.

Testimonials.

From H. H. the Prince Albert of Wales,  
the Royal Highness The Duke and  
Duchess of Connaught and Several of  
the Princes of the Blood of the German  
and other Empires whose Autographs  
can be inspected at the  
SHOW ROOM,

AT  
M. W. S. MARTEIN'S  
2, Duddell Street,

which will be OPEN to the Public, on  
MONDAY NEXT, the 8th Inst.

The most interesting and splendid Ex-  
hibition of Art Treasures ever opened in  
Hongkong.

SEIYEMON IKEDA,  
Proprietor,  
From Kobe Japan.

Hongkong, December 3, 1890. 2070

## NOTICE.

MR. S. IKEDA, of KOBE, JAPAN,  
who is Now Showing his EXHIBITION  
of JAPANESE FINE ART, at  
Mr. W. S. MARTEIN'S OFFICE, 2, Duddell  
Street, intends leaving Hongkong on the  
16th Instant.

Hongkong, December 10, 1890. 2124

LOCAL BILLS DISCOUNTED.

Credits granted on approved securities,  
and every description of Banking and  
Exchange business transacted.

Drafts granted on London, and the  
chief Commercial places in Europe, India,  
Australia, America, China and Japan.

THOMAS JACKSON,  
Chief Manager.

Hongkong, September 11, 1890. 363

## Intimations.

## Business Notices.

LANE, CRAWFORD & CO.

HAVE A FULL SUPPLY OF

Wines, Spirits and Liquors

OF ALL KINDS.

ARE AGENTS for the 'AYALA' CHAMPAGNE and  
'KIRIN' JAPANESE BEER, which they receive fresh at  
short intervals.

LANE, CRAWFORD & Co. also receive regularly  
PRESERVED PROVISIONS from the best packers.

PRICE LISTS ON APPLICATION.

LANE, CRAWFORD & Co.

Hongkong, November 22, 1890. 2001

VICTORIA HOTEL,  
Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Post Office, Banks, &c., has recently been much enlarged and improved and is now one of the principal Hotels in the place.

The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner suited to the requirements of the Far East. The Accommodation and Service of every kind will be found to be of the best description. An ample and varied TABLE D'HOTE is always provided and served in the spacious, large DINING HALL.

The HOTEL also contains handsome and comfortable Reception, READING, BILLIARD and SMOKING ROOMS.

The HOTEL is unsurpassed for comfort, convenience and quick service. Continental languages are spoken.

Messrs. DORABJEE & HING KEE,  
Proprietors.

Hongkong, September 16, 1890. 1612

W. POWELL & Co.

HAVE A SPLENDID SELECTION OF

LADIES' AND CHILDREN'S

JACKETS AND ULSTERS,

With the NEW 'MEDICI' COLLAR.

W. POWELL & Co.

HONGKONG EXCHANGE, November 20, 1890. 2046

NEW HATS.

CHRISTY'S AND HEATH'S BLACK, BROWN AND GREY FELT HATS.

DOUBLE AND SINGLE TERRI AND OTHER SOFT FELTS.

LADIES' FELT HELMETS, AND

CALCUTTA PITH HATS.

TWEED CAPS.

ROBERT LANG & Co.

Hongkong, July 28, 1890. 1324

Intimations.

THE HONGKONG HIGH LEVEL  
TRAMWAYS COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Sixth Ordinary General MEETING of the SHAREHOLDERS of the Company will be held in the HONGKONG HOTEL, on SATURDAY, the 13th instant, at 11 o'clock a.m., for the purpose of receiving the Report of the General Managers, and Statement of Accounts for the Year ended 30th November, 1890.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to both days inclusive.

MADEWEN, FRICKEL & Co., General Managers.

CANTON INSURANCE OFFICE, LIMITED.

Hongkong, December 10, 1890. 2121

HONGKONG RIFLE ASSOCIATION.

THE Sixth COMPETITION for the Subscription CHALLENGE CUPS and RANGER SPOONS will take place on SATURDAY NEXT, the 13th instant, commencing at 3:30 p.m.

Ranges—800 and 900 Yards, 10 Shots at each range. Entrance Fee, 30 Cents.

A Launch will leave the P. & O. Pier at 3 o'clock p.m.

C. VIVIAN LADDS,  
Hon. Secretary.

Hongkong, December 9, 1890. 2117

EOETHER MARK LODGE OF  
HONGKONG, No. 204.

REGULAR MEETING will be held on  
SATURDAY, the 18th Inst., at 8.30  
for 9 p.m. precisely. VICTOR BEETHOVEN  
are cordially INVITED.

Hongkong, December 6, 1890. 2102

BRITISH MERCANTILE MARINE  
OFFICERS' ASSOCIATION.

NOTICE TO MEMBERS.

ORDINARY MEETINGS of this Association will be held, in future, at the New Head-quarters, of the opening of which  
NOTICE will be given at AN EARLY DATE.

CHESNEY DUNCAN,  
Hon. Secretary,  
B.O. Committee.

Hongkong, December 4, 1890. 2094

ROUYER, GUILLET & Cie.,  
COGNAC, France.

For Ten Years  
THE LARGEST SHIPPERS

of  
BULK  
BRANDY.

ALL COMMUNICATIONS—DIRECT  
AS TO  
LONDON BRANCH.

ROUYER, GUILLET & Co.,  
59, Mark Lane, London, E.C.

14th August, 1890. 1443

THE HONGKONG AND KOWLOON  
WHARF & GODOWN COMPANY,  
LIMITED.

## Insurances.

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.  
RUSSELL & CO., Agents.

Hongkong, November 14, 1890. 1054

QUEEN FIRE INSURANCE COMPANY.

IMMEDIATELY, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & CO., Agents.

Hongkong, July 15, 1890. 1340

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crews of the following Vessels, during their stay in Hongkong Harbour:

L. HAGEN, German barque, Captain Otto Busch.—Widler & Co.

LOTHAIR, British barque, Capt. Theo. G. Evans.—Gibb, Livingston & Co.

MOCOC, American barquentine, Capt. P. Bosch.—Soy Chong.

ST. NICHOLAS, American ship, Capt. G. F. Carver.—Douglas, Luprak & Co.

## To-day's Advertisements.

THEATRE ROYAL, CITY HALL.

TO-NIGHT.

A SUCCESS OF SUCCESSES.  
Why this great and increasing flow of humanity to our performances? Why, indeed! Come in questioner, and see the happy faces, and hear the pure and ringing laughter, and never again ask why. Dull care has no lodgings in the City Hall. Nightly crowded by the Elite of Hongkong to witness

HARRY STANLEY'S OPERA COMPANY. BEST AND STRONGEST OPERA BURLESQUE AND DRAMATIC COMPANY THAT HAS EVER VISITED HONGKONG.

TO-NIGHT (THURSDAY), THE GREAT NAUTICAL DRAMA OF "HABBOUR LIGHTS".

FRIDAY (By Request), THE BEAUTIFUL COMIC OPERA IN 3 ACTS, "OLIVETTE".

SATURDAY, THE GREAT SENSATIONAL 4-ACT DRAMA, "THE STREETS OF LONDON". First Appearance this Season of Mr. H. STANLEY as Tom Tinker, with Song.

Efficient Orchestra under the Conductorship of Mr. G. TRINELL. PRICES AS USUAL—\$2.00 and \$1.00. Military and Naval half-price to Back Seats only.

Hongkong, December 11, 1890. 2123

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship Dector, Captain BATT, will be despatched as above on SATURDAY, the 13th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, December 11, 1890. 2128

CANADIAN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1890.

(SUBJECT TO ALTERATION).

ABYSSINIA—THURSDAY, 18th Dec.

PARTHIA—TUESDAY, 30th Dec.

BATAVIA—SUNDAY, 25th Jan.

THE Steamship ABYSSINIA, Captain WILLIAMSON R. N. R., sailing at Noon, on THURSDAY, the 18th December, will proceed to VANCOUVER, via INLAND SEA, KOBE and YOKOHAMA.

RATES OF PASSAGE.

From Hongkong, First Class, To Vancouver and Victoria, \$210.00

To Port Townsend, Seattle, Tacoma, \$210.00

To Portland, Oregon, \$220.00

To Winnipeg, Minneapolis, St. Paul \$230.00

To Chicago, Kansas City, Milwaukee, \$275.00

To St. Louis, Detroit, Cincinnati, \$280.00

To Hamilton, Kingston, London, (Ont.), Ottawa, Toronto, Montreal, New York, Albany, Buffalo, Niagara Falls, Baltimore, Philadelphia and Washington, \$200.00

To Quebec, Boston, Portland (Maine), \$205.00

To Halifax, St. John's, \$305.00

To Liverpool, \$330.00

To Paris and Bremen, \$345.00

To Havre and Hamburg, \$355.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

Return Tickets—First and second class only—Prepaid return tickets to Pacific Coast Points, and to Eastern and Interior Points of Canada and U.S.A. will be granted, available for—

6 months at 25 per cent off Return Fare

3 months, 50 per cent.

(Times is reckoned from the date of landing to date of reembarkation.)

Passenger to Pacific Coast Points and to Interior and Eastern Points of Canada and U.S.A. not holding prepaid return tickets, but who rebook at their 12 months from date of landing in Vancouver, will be allowed 10 percent of the return fare.

Prepaid return tickets to European Points will be granted, available for 12 months at 25 per cent (Mexican Dollars).

CABO—Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

CONSUMERS INVOICES of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of D. E. Brown, Assistant General Freight and Passenger Agent, Canadian Pacific Railway Company, Vancouver, B.C.

PACELS must be sent to our office with address marked in full by 8 p.m. on the day previous to sailing.

For further information as to Passage and Freight, apply to

ADAMSON, BELL & CO., Agents.

Hongkong, December 11, 1890. 1301

## Business Notices.

## HONGKONG TRADING COMPANY, LTD.

(LATE THE HAGL & HOLTZ CO-OPERATIVE COY, LTD.)

J U S T   R E C E I V E D ,

A S P L E N D I D   N E W   A S S O R T M E N T   O F

L a d i e s '   a n d   C h i l d r e n ' s   S h o e s ,

F o r   O U T - D O O R   A N D   E V E N I N G   W E A R .

A l s o   S U E D E ,   K I D   A N D   S I L K   G L O V E S ,

all Shades and Lengths; as well as FANCY GOODS of

every description for Evening wear.

HONGKONG TRADING COMPANY, LTD.

37 & 39, QUEEN'S ROAD CENTRAL 2091

## To-day's Advertisements.

## SHIPPING.

ARRIVALS.

December 10, 1890.—

Johati, German steamer, 358, H. Bings, Tauron December 6, Salt.—WEILER & CO., December 11.—

Cratton, British steamer, from Whampoa, December 4, Vice.—JARDINE, BANGKOK December 4, Vice.—MATTHEWS & CO.,

Taiwan, British steamer, 1,109, Frampton, Amoy December 6, General.—BURTEFIELD & SWIRE,

Columbus, German barque, 1,428, Haasen, Cardiff July 29, Coal.—MELCHERS & CO.,

Megai, British steamer, 1,827, Johnson, Japan December 6, Coal.—ADANSON, BELL & CO.,

Kong Beny, British steamer, 862, R. Jones, Bangkok Dec. 2, General.—YUEN FAT HONG,

DEPARTURES.

December 11.—

Frosto, for Hoioh.

Mizpore, for Europe.

IVORY ISLAND PANELS AND CABINETS, EMBROIDERED, EMBROIDERED SCREENS and KAKIMONO, &c., &c., &c.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG, Auctioneer.

Hongkong, December 11, 1890. 2130

TO BE LET AT THE PEAK.

ON Reasonable Terms, CRAGIE-BURN, containing DINING, DRAWING, RECEPTION ROOMS, OFFICES and 20 BED ROOMS, with TWO TENNIS COURTS.

Apply to THE SECRETARY, Peak Hotel and Trading Co., Ltd., Hongkong.

Hongkong, December 11, 1890. 2114

DEPARTED.

Sophie Richmors, for Bangkok.

Taiwan, for Singapore.

Edendale, for Kuching.

Citoy, for Singapore.

Glenlyon, for Swatow.

Port Fairy, for Shanghai.

Glenlyon, for Singapore and London.

Deetina, for Hoioh.

CLEARED.

Sophie Richmors, for Bangkok.

Taiwan, for Singapore.

Edendale, for Kuching.

Citoy, for Singapore.

Glenlyon, for Swatow.

Port Fairy, for Shanghai.

Glenlyon, for Singapore, 2 Europeans, and 312 Chinese.

DEPARTED.

Per Mizpore, from Hongkong; for Singapore, Mr. and Mrs. C. O. Brugdon, Mr. and Mrs. G. Brugdon, Miss Belle Brugdon, Mr. John Brugdon, Miss G. Hawkes, Mr. T. S. Lowe, Miss Neill Oskamp, Mr. T. W. Sandford, Messrs. T. H. Stacey, E. E. Burrell, Mr. and Mrs. Greenlee, Miss G. Greenlee, Mrs. Wilson, Rev. T. H. Moore, Mr. T. Moore, Rev. P. E. Moore, for Colonia, Mr. B. Logros, for Bombay, Mr. and Mrs. Leckie, H. Khakee and R. M. Dandie, for London, Captain G. A. Lee, Messrs. E. Brue, E. O. Murphy, Capt. P. Johnson, from Shangha, for Pemang, Mr. and Mrs. Archibald, Messrs. Westall and Bishay, from Japan; for Suez, Mr. and Mrs. Welsch, for Brindisi, Mr. and Mrs. Lockwood; for Marseilles, Mr. and Mrs. Knapp, and Mr. A. Macmillan.

Per Frosto, for London, Mrs. Constance Burton, Miss Peter and 4 children, and Miss McGregor.

Per Frosto, for Hoioh, 70 Chinese.

Per Aviator, Appear, for Calcutta, Mrs. Valentine, and Miss Stanley.

To DEPART.

Per Taiwan, for Singapore, 2 Europeans, and 312 Chinese.

SHIPPING REPORTS.

The British steamer Glenlyon reports: From departure on 9th instant, moderate N.E. winds and fine weather, from that date to arrival strong E.N.E. winds.

The British steamer Taiwan reports: From monsoon down and clear weather.

The British steamer Kong Beng reports: Left Bangkok December 2nd, arrived at Hoioh December 3rd, left on the 10th, and arrived Hongkong on the 11th; had strong East and N.E. winds from Bangkok to Padarn; light winds to Gulf of Tong King; thence to Hoioh, strong Northern winds; from Hoioh to port, strong N.E. monsoon and squally weather, with a high sea.

SHERRY.

per case per bottle.

VINO GENEROSO—a generous red wine, green seal \$6.00 \$6.00

VINO DE PASTO—a medium dry wine with delicate flavour, red seal \$10.00 \$10.00

AMONTILLADO—a high class natural wine for connoisseurs of Sherry, yellow seal \$12.00 \$12.00

DELICIOSO—the very finest sherry procurable, 6 years in bottle \$14.00 \$12.00

PORT.

Superior quality \$10.00 \$10.00

Invalid Port, gold seal \$12.00 \$11.10

Black seal \$14.00 \$12.00

Specially selected old vintage \$20.00 \$17.50

BURGUNDY.

BEAUNE—a full-bodied Red Burgundy with strengthening properties \$14.00 \$12.50

CHARBLES—an old White Burgundy with Bourgogne bouquet \$14.00 \$12.50

CHAMPAGNE.

AVIZE—a well matured, specially selected dry wine \$18.00 \$17.75

LEMOINE—VIN BLUET

—CUVEE ROYALE As Supplied regularly to the

Prince of Wales, House of Commons, and the chief clubs in London &c. \$27.00 \$22.00

Per case of 24 pints \$23.00 \$18.00

We are Sole Agents in China for the Sale of this splendid

## TERRIBLE TRAGEDY NEAR HONGKONG.

## THE STEAMER NAMOA ATTACKED BY PIRATES.

CAPTAIN POOCK AND TWO OTHERS MURDERED.

Hongkong was startled this morning by the news of a tragedy such as one might think was impossible in those days. The annals of the Colony furnish many instances of murderous attacks on British vessels by Chinese pirates, but it has long been thought that the steps taken to suppress piracy had rendered steamers safe from anything of this kind. The feeling of security may have led to an injudicious relaxation of vigilance, but whether such is the case or not the event which has sent a thrill of horror and indignation through Hongkong this morning shows that powerful and bloodthirsty bands of pirates capable of attacking large and well-equipped British steamers still exist, and that they are ready to take advantage of any opportunity to prosecute their deadly work. This latest instance of piracy on a British vessel has resulted, we are sorry to say, in the death of the well-known and much-respected commander of one of the Douglas steamers, Capt. Pucco, of the *Namoa*. His fate was shared by a European passenger and one of the native quartermasters of the vessel. The details of the tragedy are as follow:

The *Namoa* left Hongkong for Swatow at 8 a.m. yesterday morning, with five saloon and 220 Chinese deck passengers on board. The Chinese were chiefly returned emigrants from San Francisco and the Straits who were going home with the savings they had accumulated in their absence from their native country. All went well till 1.15, at which time the vessel was passing the Island of Ping Ho. Suddenly, from among the Chinese passengers a band of between forty and fifty men made their appearance on deck. They had changed the dress in which they came on board for a kind of uniform, not unlike that worn by Chinese soldiers. All were armed with revolvers and cutlasses. Before any of the crew could realize what this demonstration meant the pirates, evidently following a carefully laid plan, had divided themselves into four gangs and commenced a simultaneous attack on the saloon, where the Captain and passengers were at tiffin—the engineers' and officers' quarters, the bridge and the engine-room. The attack was so sudden and so determined that resistance was impossible, and apart from that the pirates had taken steps to prevent anything of the kind by first taking possession of the arms and ammunition belonging to the ship. The engineers' and officers' quarters were first opened fire on. The second engineer and second officer were sitting at tiffin when several shots were fired and stinkpots thrown in upon them. The second engineer, Ramsay, was shot through the arm, but wounded as he was he made his escape to the engine-room. The second officer was made a prisoner and ordered under threats of instant death to show where the treasure and valuables were. Another gang had attacked the third officer, Eddy, on the bridge. He jumped from the bridge and made his escape to the engine-room, where he was followed by the pirates. He also received a shot in the arm. The third engineer, who was in the engine-room when the attack commenced, was joined by the second engineer and the second officer, both seeking refuge in the same place. The three men concealed themselves under the boilers, and for some time eluded the search of the pirates.

In the meantime another gang had attacked the saloon. Some of them pointing their revolvers through the skylight, called on the Captain to come on deck. One man spoke in pidgin English. He said, "We are going to rob the passengers, and we want to settle with you." Captain Pucco, after some parley, left the table and walked towards the door of the saloon. He had hardly reached the deck when one of the pirates, who was standing at the door, deliberately fired at him, the bullet taking effect in the right breast. Captain Pucco did not fall at once, but managed to stagger into his stateroom and sank dying on his bed, blood flowing profusely from his fatal wound. He expired there about half an hour afterwards.

Meanwhile the pirates were pursuing their fiendish work. The saloon passengers had rushed from the tiffin table and concealed themselves in their rooms, into which shots were fired and stinkpots thrown. The second mate, surrounded by a party of pirates with revolvers and drawn cutlasses, was compelled to go into the saloon and tell the passengers to come out of their rooms and go into the Captain's stateroom and stay there if they did not want to be killed. The passengers thereupon came out of their rooms and went into the stateroom, where Captain Pucco lay dying. Here they were locked in and a watch of four men put over them. The chief engineer, who was at tiffin in his own room, ran aft to the saloon, several shots being fired at him on the way. He got into the Captain's stateroom and was kept a prisoner there with the others. The chief officer had hid himself in the pantry, where shots were fired at him and stinkpots thrown in. It being impossible to stay there, he came out and was imprisoned in the Captain's stateroom, the

object of the pirates evidently being to get all the officers and Europeans into this place and keep them there. The second and third engineer and third officer were still concealed in the engine-room. The pirates took the second mate there and ordered him to tell the concealed men that if they came out no harm would be done to them. They then came out and were imprisoned in the Captain's stateroom. All the officers, engineers and European passengers having been put into these places the door was assiduously closed and the windows closed, and the guard of four pirates continued to keep watch over the place, occasionally intimidating the prisoners by thrusting their cutlasses and the muzzles of their revolvers in through the openings of the jalousies. Mischievous was the condition of the impregnated passengers, one of their number having still more unfortunate. This passenger, a lighthouse-keeper in the Chinese Customs service, named Petersen, was not in the saloon with the others when the attack commenced. Feeling unwell he sat down on deck aft and was taking a glass of claret and a biscuit there. When the first rush was made by the pirates they began their bloody work by shooting this man, who fell with four bullet wounds in his head.

The systematic way in which the attack was carried out is shown by the fact that the pirates at once took charge of the ship. They made the engine take charge of the engines and compelled the crew to carry on such work as they wished done. Three native quartermasters were fired at, all of whom were hit. One of them was thrown overboard and the other two fell, seriously wounded. Two Chinese cooks were also wounded. The ship was taken out to sea for some distance, and at four o'clock she was turned towards Hongkong again. Meanwhile a portion of the band had been devoting themselves to the work of looting. It happened that there was no treasure on board, but the pirates tried to make amends for this disappointment by taking everything of value that could easily be carried. The crew were compelled to turn out and ransack all the luggage of the passengers, European and Chinese, and all the money and valuables that could be found anywhere on the ship were taken. At 7.30 p.m. the ship had been brought back to the place where the attack was commenced, where six junks were waiting. The ship's lights were all extinguished and the whistle was blown as a signal to the junks, the crews of which responded by throwing blue lights on the water. The steamer was then anchored and the work of transferring the loot to the junks was commenced. When this had been accomplished with the assistance of the *Namoa*'s native crew, the pirates roamed themselves with a feast on deck, and then made preparations for taking leave of the vessel. The ship's side-lights were thrown overboard, the firemen were ordered to draw the fires and open the safety valve so as to blow off the steam, the windlass was disabled, and generally everything done that could be thought of to delay the ship from getting away. Before leaving, the pirates threw a bag containing about 200 dollars into the engine-room as a cushion to the firemen. They quit the ship about nine o'clock, and a quarter of an hour afterwards the pirates now thought they had shed sufficient blood. They told us that if we would go to the Captain's cabin and remain quietly there, they would not touch us. Those who were in the saloon at the time the Captain was shot had regained the safety valve so as to blow off the steam, the windlass was disabled, and wounding another. He wanted the firemen to turn on the fire from the boiler, but the firemen would not help him. He then ran between decks and managed to get into the Captain's cabin.

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## Mails.

CANADIAN PACIFIC STEAMSHIP  
AND RAILWAY COMPANIES.

PROPOSED SAILINGS FROM HONOKONG, 1890.

(SUBJECT TO ALTERATION.)

ABYSSINIA...SUNDAY, 1st Dec.

PARTHIA...THURSDAY, 25th Dec.

BATAVIA...SUNDAY, 25th Jan.

THE Steamship *ABYSSINIA*, Captain J. Williamson, R.N.R., sailing at Noon, on SUNDAY, the 1st December, will proceed to VANCOUVER, via INLAND SEA, KOBE and YOKOHAMA.

RATES OF PASSAGE.

FROM Hongkong FIRST CLASS.

To Vancouver and Victoria \$310.00

To Port Townsend, Seattle, Tacoma, via

Vancouver on THURSDAY, the 18th

December, 1890, at 1 p.m., connection

with the Overland Railways, and touching

at YOKOHAMA and SAN

FRANCISCO.

THE U. S. Mail Steamship *CITY OF**RIO DE JANEIRO* will be despatched for SAN FRANCISCO, via

YOKOHAMA, on TUESDAY, the 30th

December, at 1 p.m., taking Passengers and

Freight, via Japan, the United States, and

Europe.

Through Bills of Lading issued for trans-

portation to YOKOHAMA and other Japan

Ports, to San Francisco, to ATLANTIC and

INLAND OCEAN, to the United States, via

Overland Railways, to HAVANA, TRINIDAD,

and DOMINICA, and to ports in Mexico,

Central and South America, by the Com-

pany's and connecting Steamers.

Through Passage Tickets granted to Eng-

land, France, and Germany by all trans-

Atlantic lines of steamers.

Special rates granted to the Naval,

Military, Diplomatic, and Civil Services, to

European officials in service of China and

Japan, and to Government officials.

Return Tickets.—First and second class

only.—Prepaid return tickets to Pacific

Coast Points, and to Eastern and Interior

Points of Canada and U.S.A. will be grant-

ed, available for 6 months.

5 months at 25 per cent. of Return Fare

3 " 50 per cent.

(Times is reckoned from the date of landing

to date of re-embarkation at Vancouver).

Passenger to Pacific Coast Points and to

Interior and Eastern Points of Canada and

U.S.A. not holding prepaid return tickets

but who re-embark within 12 months from

date of landing at Vancouver will be allow-

ed 10 per cent. of the return fare.

Prepaid return tickets to European

Points will be issued available for 12

months at double fares (Musican Dollars).

Cargo.—Through Bills of Lading issued

to Japan, Pacific Coast Points, and to

Canadian and United States Points.

CONSULAR INVOICES of Goods for United

States Points should be in quadruplicate;

and one copy must be sent forward by the

steamer to the care of D. E. BROWN,

Assistant General Freight and Passenger Agent,

Canadian Pacific Railway Company, Van-

couver, B.C.

Parcels must be sent to our office with

address marked in full by 5 p.m. on the

day previous to sailing.

For further information as to Passen-

ger and Freight, apply to

ADAMSON, BELL &amp; CO.,

Agents.

Hongkong, December 9, 1890. 1901

## NOTICE.

COMPAGNIE DES MESSAGERIES

MARTIRES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, PONDICHERY,

MADRAS, CALCUTTA, ADEN, SUE-

PORT SAID,

MEDITERRANEAN AND

BLACK SEA PORTS, ALEXANDRIA,

MARSEILLES, AND PORTS

OF BRAZIL, AND LA PLATA;

ALSO

LONDON, HAVRE AND BORDEAUX.

—

ON THURSDAY, the 18th December,

1890, at Noon, the Company's

S.S. MELBOURNE, Commandant PAUL,

with MAILS, PASSENGERS, SPECIE

AND CARGO, will leave this Port for th

above places.

Cargo and Specie will be registered for

London as well as for Marquette, and no

except in transit through Marquette for the

principal places of Europe.

Shipping Orders will be granted till

noon.

Cargo will be received on board until 4

p.m. Specie and Parcels until 3 p.m. on

the 17th December, 1890. (Parcels are not

to be sent on board; they must be left at

the Agency's Office).

Contents and value of Packages are re-

quired.

For further particulars, apply at the

Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, December 4, 1890. 2083

## NOTICE.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN,

SUEZ, PORT SAID,

BRINDISI, GENOA, ANTWERP,

BREMEN, HAMBURG,

PORTS IN THE LEVANTE, BLACK

SEA &amp; BALTI PORTS;

ALSO,

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON &amp; SOUTH AMERICAN

PORTS.

—

The Company's STEAMERS WILL CALL

AT SOUTHAMPTON TO LAND PASSENGERS

AND LUGGAGE.

N.B.—Cargo can be taken on through Bills

of Lading for the principal places in

RUSSIA.

—

ON SUNDAY, the 21st day of Decem-

ber, 1890, at 11 a.m., the Company's

S.S. SACHSEN, Captain K. V. GIESSEL,

with MAILS, PASSENGERS, SPECIE

AND CARGO, will leave this port as above,

calling at GENOA.

Shipping Orders will be granted till

Noon, Cargo will be received on board

until 4 p.m., Specie and Parcels until 3

p.m. on the 20th December. (Parcels are

not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are re-

quired.

The Steamer has splendid accommodation

and carries a Doctor and Stewardess.

For further particulars, apply to

MILCHERS &amp; CO.,

Agents.

Hongkong, November 24, 1890. 2099

## Mails.

## Mails.

CANADIAN PACIFIC STEAMSHIP

AND RAILWAY COMPANIES.

PROPOSED SAILINGS FROM HONOKONG, 1890.

(SUBJECT TO ALTERATION.)

ABYSSINIA...SUNDAY, 1st Dec.

PARTHIA...THURSDAY, 25th Dec.

BATAVIA...SUNDAY, 25th Jan.

THE Steamship *ABYSSINIA*, Captain J. Williamson, R.N.R., sailing at Noon, on SUNDAY, the 1st December, will proceed to VANCOUVER, via INLAND SEA, KOBE and YOKOHAMA.

RATES OF PASSAGE.

FROM Hongkong FIRST CLASS.

To Vancouver and Victoria \$310.00

To Port Townsend, Seattle, Tacoma, via

Vancouver on THURSDAY, the 18th

December, 1890, at 1 p.m., connection

with the Overland Railways, and touching

at YOKOHAMA and SAN

FRANCISCO.

THE U. S. Mail Steamship *CITY OF**RIO DE JANEIRO* will be despatched for SAN FRANCISCO, via

YOKOHAMA, on TUESDAY, the 30th

December, at 1 p.m., taking Passengers and

Freight, via Japan, the United States, and

Europe.

Through Bills of Lading issued for trans-

portation to YOKOHAMA and other Japan

Ports, to San Francisco, to ATLANTIC and

INLAND OCEAN, to the United States, via

Overland Railways, to HAVANA, TRINIDAD,

and DOMINICA, and to ports in Mexico,

Central and South America, by the Com-

pany's and connecting Steamers.

Through Passage Tickets granted to Eng-

land, France, and Germany by all trans-

Atlantic lines of steamers.

First-class Fares granted as follows:—

To San Francisco \$225.00

available for 6 months

To Liverpool \$325.00

To London via Liverpol \$345.00

To Paris and Bremen \$345.00

To Havre and Hamburg \$355.00

Through Passage Tickets granted to Eng-

land, France, and Germany by all trans-

Atlantic lines of steamers.

Passenger, who have paid full fare, re-

embarking at San Francisco for China or

Japan (or vice versa) within one year will be

allowed a discount of 10%.

This allowance does not apply to fares